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payment, and the inauguration of the *prĉt d'honneur* in Italy—not a charity but, in the words of one of its advocates, "the crowning of personal credit"—show hopeful earnestness in the search for a better way. But their future, after all, must be determined largely by the small industries themselves. For them, as for the great industry, there is opportunity in the machine. "The more delicate the work, the more intellectual, . . . . the more the machine has need of the man," the greater the chances of profit to decentralized labor. To perfect himself as well as his tools, to seize quickly upon special fields where his abilities will tell, even to make his own fields as is so often done by the great producer—these are the promising outlets for the small artisan.

Professor Brants believes that there is a territory lost to the small industry, a certain field better adapted to the small industry than to the large, and, between the two, a region where the struggle must be carried on indefinitely. He believes in legislative measures under certain conditions, in permanent instruction for the adult workman and the patron, in the duty of students and reformers to aid in rousing the artisan from his routine. He believes in competition without trickery and in co-operation for mechanical provision and commercial ends. He demands from the small artisan proof of his fitness to survive, a sign of his acknowledgment that it is even more imperative for the small industry than for the great to do well.

It will be seen that Professor Brants's monograph embodies a conservative view of the present status of the small industry in central Europe.

ELLA CAROLINE LAPHAM.

Wholesale and Retail Prices. Return to an Order of the Honorable the House of Commons, dated 6th August, 1903:—for "Report on Wholesale and Retail Prices in the United Kingdom in 1902, with Comparative Statistical Tables for a Series of Years." London: Darling & Son, 1903. 8vo, pp. liii + 456.

This is an altogether admirable statistical account of price movements in the United Kingdom during the nineteenth century. It is stated that the tables "are for the most part of the nature of a compilation from the numerous statistics of prices contained in various official reports and papers published during the century, although in

many cases they have been brought down to date by direct inquiries at the sources from which the materials originally published were obtained." Students accustomed to work over bulky official reports issued from our own government bureaus, will appreciate the care with which statistical data presented are handled. Detailed tables of prices of important articles and groups of articles are given, and at the head of each table the sources of information from which the data are derived; so that one is enabled to determine at a glance the statistical value of each record. Wholesale prices are based largely upon import and export valuations, contract prices at hospitals and institutions, and certain market quotations. Retail prices are for the most part those of London markets, and relate more especially to articles of food and drink. Detailed tables of the retail price of bread in London run back to 1758. Prices of other important articles oi food are quoted for longer or shorter periods, where reliable data are available. An excellent series of charts, upon which price curves have been plotted, accompanies the report. One of these. covering the entire century has been constructed to show "changes in the level of general prices, 1801-1902," based upon the index numbers of Jevons, Sauerbeck, and the Board of Trade, and taking prices in 1871 as a basis upon which to figure percentage movements for the century.

The different systems of weighting index numbers have been carefully considered in constructing tables, and in every instance the method employed in arriving at certain results is clearly indicated. The report gives evidence on every page that it has been prepared by competent men, entirely familiar with scientific methods and literature.

Railways. By. E. R. McDermott. London: Methuen & Co., 1904. 8vo, pp. 197.

"Many of the persons who speak and write glibly respecting the management of the railways of the country might find some instructive and perhaps profitable employment in making themselves acquainted with what may be termed the inner life of our railway system." With these words Mr. McDermott challenges the critics home and foreign, but especially the former, of the English railway system. In making comparisons, the only country he has in mind is the United States.